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**FIRE SHUTOFF SYSTEM - (Four Handles)** - A four position handle located in the pilot's overhead panel operates the fire shutoff system by means of a combination of cables and fire shutoff valve linkage located on each nacelle firewall. Position one is "NORMAL". Placing a handle in position two operates the following shutoff valves located on the corresponding nacelle firewall: fuel, hydraulic suction oil, engine bleed air, cooling air, and anti-icing air. When the handle is placed in position three, the valves, which were closed in position two, remain closed. In addition, the engine lubricating oil valve is closed. At position four, all valves closed during previous operations, remain closed. In addition, the nacelle in which the fire agent is to be fired is selected by means of directional valves located on the front spar on the centerline of the airplane, and in each inboard nacelle. Operation of any single handle from position three to position four will cause any other handle in position four, at that time, to return to position three. This operation insures the selection of the correct direction for the fire agent. Actual discharge of agent is accomplished by operating an electrical switch on the pilot's overhead panel.

**LANDING GEAR - (One Handle)** - This handle operates a hydraulic valve located in the L. H. wheel well. The handle has two positions "UP" and "DOWN". When the handle is moved from "UP" toward "DOWN" the first part of the travel operates a cable system which releases the uplatches before operation of the selector valve occurs.

**PARKING BRAKE - (One Handle)** - This handle, located below the instrument panel on the pilot's side, locks the normal brake system on. To set the parking brakes, depress the brake pedals, then pull the parking handle "ON". While holding the handle in this position, release the brake pedals. Depressing the brake pedals releases the parking brakes allowing the handle to return to "OFF".

**NOSE WHEEL STEERING** - Rotation of the wheel actuates a steering control valve located on the L. H. side of the wheel well just below the flight deck stairs. Actuation of the valve admits hydraulic pressure to the proper side of the steering struts, turning the nose wheel. When movement of the steering wheel is stopped, followup cables automatically return the control valve to neutral.

#### Control Pedestal

**ELEVATOR TRIM WHEEL** - Trims the airplane in the pitch direction by means of two trim tabs located one in each elevator. These tabs are driven from the cockpit through cable operated irreversible screw mechanisms located one in each horizontal stabilizer.

**AILERON TRIM WHEEL** - Trims the airplane on the roll axis by causing a spring load to be applied to the pilot's aileron control system and thus to the control tab. This spring is located in the cable operated irreversible screw mechanism installed in the aileron cross area.

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